

Project Site:

Lots 1 & 2 of block A, lot 3 & 4 of block B, and a portion of lot 5 of block C of the preliminary plat currently pending under Issaquah File No. PP17-00002; High Street Collection at Issaquah Highlands. This site fronts along 9th Ave NE is the Town Center area of Issaquah Highlands. It is across the street from Grand Ridge Plaza, and the proposed Westridge residential development is located to the West. NE High Street is located to the North.

Development pattern:

Chronologically, the rooftops (residential) arrived prior to most of the commercial uses in Issaquah highlands. The Grand Ridge Plaza development including most of the retail uses and cinema were completed a few years ago and partially fulfilled the need for retail and entertainment in Issaquah Highlands. Grand Ridge Plaza was a westerly migration of the original commercial developments to the east. This proposed development is a continuation of that migration, which will fill in between the multi-family residential to the south and west and provide an important missing piece to the commercial area of Issaquah Highlands.

Community landmarks:

The most important community landmarks are Swedish Hospital, Safeway, Regal Cinemas, Park-and-Ride and of course Starbucks.

Standards & Guidelines:

The site is subject to the Issaquah Highlands Development Agreement and the Issaquah Highlands Urban Design Guidelines (otherwise known as, Grand Ridge Urban Design Guidelines). The Traditional Townscape Neighborhood Guidelines also apply.

Proposal Summary and Development Objectives:

This development is envisioned to complement the existing retail development in Grand Ridge Plaza and to primarily service the nearby community. It will likely provide a variety of entertainment, retail, daily goods and services and restaurants in one cohesive center with an emphasis on pedestrian connectivity to existing and future residential and commercial community in Issaquah Highlands. The proposal consists of 107,000 SF of building area, distributed among 11 buildings on 5 lots, with off-street surface parking for +/- 545 stalls. The buildings will primarily be single-story retail with opportunities for an additional 13,000 SF of second story retail, restaurants or deck space to take advantage of views from the site. This second story option would increase the total building area to 120,000 SF.

Development Objectives, proposal, relationship to existing site and its uses.

The IHIF Commercial LLC High Street Collection is a proposal to build (107,000 – 120,000) square feet of entertainment, retail, daily goods and services and restaurants. The proposed buildings have been sited to reflect input by the City through the collaborative meeting. In addition, plaza space and pedestrian amenity space has been located to allow for ease of pedestrian access and connectivity to the overall Issaquah Highlands Master Planned Community.

The site is adjacent to the Grand Ridge Plaza developed by Regency to the east, and is partially separated from the Westridge townhome community by a residential street loop road as shown in the attached plans and borders a future single-family development to the Northwest.

The proposal is adjacent to 9th Avenue between NE High Street to the north and Discovery Drive to the south with approximately 545 off-street surface parking spaces.

The IHIF Commercial LLC is not proposing to certify the buildings as green buildings, but does propose the following measures in keeping with the City's vision on sustainable development.

1. Site Management.
 - a. The proposal will manage storm water either on site with a combination of water quality treatment and access to existing regional facilities completed by the City.
 - b. Site Landscaping will incorporate compost amended soils and infiltration as soils and site conditions allow.
2. Energy Efficiency.
 - a. The site will be designed to include features to make the site energy ready for solar power.
 - b. The parking for the building will include provisions for charging stations to be used for electric vehicles.
3. Water Efficiency.
 - a. Permanent irrigation will be limited with landscape design.
 - b. Low flow fixtures will be included with the restrooms.
4. Waste Reduction.
 - a. 90 percent of construction related debris will be diverted from landfills.
5. Sustainable Materials.
 - a. Green Seal-certified adhesives, floor finishes, caulks, sealants and paints will be used.
6. Transportation.
 - a. The development is within ¼ mile of transit.
 - b. The development is within ½ mile of essential services including grocery stores.
 - c. The development will include bike racks, and shower facilities. The development will be hardwired for electric vehicles in designated locations.
7. Housing Affordability.
 - a. Affordable housing has been provided within the overall master plan development.

- b. Housing including affordable housing has been precluded by the City.
- 8. Innovation.
 - a. Additional provisions for bicycle parking will be made to encourage non-modal transportation and allow for the potential for shared parking use.

Grand Ridge Urban Design Guidelines:

Circulation Guidelines:

The existing adjacent streets, which are primarily arterial, pass through the proposed development. They are well-connected within the surrounding community and will remain the same. The village street grid system is a continuation of the existing grid to the east as well as providing a good blended connection with the residential to the west. It is proposed to provide a private drive which meets Street ROW standards as a continuation of NE Park Drive into the property on lots 1/2. Existing ROW improvements such as curbs, sidewalks and planters to remain subject to additional curb cuts for a project access. NE Federal is not yet constructed and will be as part of this project. Road C is also not yet constructed, but is anticipated to be constructed in connection with the residential project to the west. Visual screening of parking or loading areas adjacent to streets will be provided with landscape or architectural screening. Curb cuts will be provided and size as needed to functionally provide access to lots. Is important for our development to be a good neighbor to the future residential development to the West and Northwest. One-story scaled buildings or significantly screened parking will front Road C adjacent to the future residential on the west side. Commercial buildings on the west side of lot 1 & 2 are separated from the residential lots to the northwest with significant landscape buffers. A continuation of the east west drives and sidewalks consistent with current development, will knit together existing development to the east with the future residential development to the west. The existing NE High St. bike path will remain westerly cross the north side of our site into the future residential area, which will continue the future trail outlined in the attached trail map on page 3. The existing transit stops a long night out will remain unchanged. Signage will complement the existing Grand Ridge Plaza signage to create a cohesive and unique neighborhood identity.

Neighborhood Guidelines/ the Traditional Townscape neighborhood:

Character Guidelines –buildings will be located adjacent to sidewalks or public spaces. Building frontages will be somewhat continuous with the required amount of modulation. Building entrances will be clearly identifiable and each building will have an entrance that faces a pedestrian oriented facility. Weather protection and storefronts will be provided when appropriate to tenant uses. The sidewalks will provide a lively and interesting pedestrian experience. When restaurants, cafés or coffee shops are adjacent to sidewalks, additional outdoor dining plaza area may be provided. The exterior building elevations will provide a variety of architectural treatments and materials.

Landscape Guidelines:

The landscape plant material that will be used will be a mixture of native and adaptive plants that will thrive in the Issaquah setting. The selected plants will reflect the character of the retail based setting and provide a welcoming and robust tapestry that enriches and helps define the pedestrian environment. The plantings will support and complement the design of architectural façades, plazas and

overall site plan. Seasonal color freestanding pots and hanging baskets may be used in certain locations to further enhance the pedestrian experience. The plants will serve both as elements to reinforce rhythm and continuity as well as provide for moments of surprise and serendipity where appropriate. The proposed plantings will adhere to the Traditional Townscape design guidelines.

Parking areas will be buffered with the required buffer plantings. Internal landscape requirements regarding tree ratios and landscape planting ratios will be achieved.

A variety of trees will serve as scale elements and provide focal points, when suitable, for the plazas and streets. For parking areas, larger shade trees will provide broad canopy coverage to help reduce the heat island effect. The existing street trees will be retained in situ where possible. There will be close collaboration between retail signage locations and proposed tree locations.

Finely textured evergreen shrubs will provide year-round interest and definition within the landscape areas. Appropriately placed deciduous shrubs, some flowering, will be used for textural and color contrast. Punctuating specific planting beds will be areas of colorful perennials and ornamental grasses typically arranged in masses. The use of ornamental grasses will be limited. An under planting of evergreen groundcovers will be used to further provide year-round interest at many locations. Appropriate lines of sight will be maintained for safety.

A permanent, automatic, multi-zone irrigation system will be used to ensure all plants receive the appropriate amount of water delivered in a high efficiency manor. Typically, one controller will be located per block; larger blocks may require more than one controller. The irrigation system will be connected to a 'smart' controller that responds to localized soil conditions and supports remote management. Sensors will track and adjust watering schedules based on plant demands and weather conditions. Where possible drought tolerant plants will be used. Drip irrigation will be used in most areas to limit water loss due to evapotranspiration and eliminate overspray. Where pop-up spray heads are used, typically turf areas, the layout of the head locations will maximize coverage and minimize overspray. The system and plantings will be maintained routinely to ensure plant health, proper operation and water efficiency.

As the project evolves, if site area becomes available for bioretention swales, the proposed development will look for ways to incorporate this into the design.

Plazas General:

Emphasis will be placed on the pedestrian quality and experience with nodes of various sized plaza spaces, places for seating and for areas of lush landscape choreographed with the retail frontage and site circulation. Working in cadence with the architecture, the street trees, lighting and paving will further provide a cohesive and rich pedestrian environment and provide for important transitional scale elements against the retail buildings. The main building entries will be reinforced with unique paving. Architectural treatment at areas between the buildings will provide for weather protection where feasible for seating areas, bike racks and additional landscape. Signature and flowering trees in robust planted areas will provide interest and serve as a softening-elements in the plaza. Seasonal color, free standing pots and specialty lighting (potentially overhead centenary) will be provided. Plazas will provide paving and landscape treatments to announce the space and interlace amongst the adjacent pedestrian circulation

Linear Plaza / Pedestrian Plaza:

Within and adjacent to the selected street sections, pavement treatment may be used to reinforce shared space and prioritize pedestrian speed and movements yet accommodate vehicles. This will provide for a visual continuity of the pedestrian plaza paving material to expand into the road section. The access drive may be temporarily closed to allow for larger events to spill out from the plaza.

Pedestrian Passage:

Serving as an intimately scaled forecourt to various retail locations will be smaller plaza opportunities. These provide for both public and patron gathering and serve as a pedestrian passage. Building entrances maybe located in the plaza where appropriate and feasible.

Plazas Amenities:

Plazas will allow for a multitude of seating opportunities and gathering spaces with a variety of different aspects and serve a range of ages, interests and abilities. Loose tables and chairs may be provided to allow for flexible seating and may be associated with specific spaces/tenants. Specialty lighting, bike racks, trash receptacles, etc. will also be provided. Paving (primarily colored and textured concrete) accented where appropriate with pavers (unique in pattern and color to enrich the space) may be used. A water feature may be included to further the richness and quality of the plaza. Large wood seating docks will anchor into planting areas providing unique seating opportunities.

EXISTING SITE INFO AND ANALYSIS FOR PROJECT AND SURROUNDING 100 FEET:

- 1) Uses, structures, paving, vegetation and circulation for site and surrounding 100 feet shown on pages 4, 6, 9, & 11.
- 2) Site is zoned Urban Village (see zoning map on page 2) and the Issaquah Highlands Development Agreement applies to this proposed development.
- 3) Site survey is included on pages EC-101, EC-102 and EC-103.
- 4) There are no critical areas on or adjacent to the site.
- 5) Proposed utility concepts are shown on PC-201, PC-202 and PC-203. The site is currently vacant and undeveloped; however, as part of the Issaquah Highlands Development Agreement master plan area is planned for development, with all utilities available to site in adequate capacity
- 6) Stockpiles and an erosion control pond are identified on EC-102 and EC-103.
- 7) There are potential views to the West from the site. Significant community landmarks are nearby, such as Swedish Hospital (to the South), Safeway and Starbucks (to the East). The Issaquah Highlands Transit Center is located to the northeast of the site (within easy walking distance). This site and the remaining property owned by IHIF Commercial, LLC are some of the few remaining undeveloped properties in the Issaquah Highlands master planned area. This proposal supplements the existing retail in Grand Ridge Plaza and will fit in with the character of the existing community, tying together the existing retail, residential and medical uses, as well as being complementary to commercial uses being proposed for other portions of IHIF Commercial's property.
- 8) Aerial photos of the site and surrounding areas are provided on page 6.

- 9) Map of access opportunities and constraints is provided on page 9.
- 10) Aerial photos of the 500' surrounding are provided on page 1.
- 11) Photo Montage of streetscape is provided on page 8.

PROPOSED SITE AND ARCHITECTURAL CONCEPTS:

- 1) Building massing will be well-proportioned, create a unified form and remain consistent on both sides of the street. See massing on page 8.
- 2) Photos demonstrating architectural concepts and character including entrances for pedestrians and vehicles are shown on page 10.
- 3) Circulation scheme for pedestrians, bikes, transit and vehicles shown on page 9. There are existing sidewalks and transit stops along the project frontage on 9th Avenue NE. No significant changes to existing transit service or stops are anticipated as a result of this project.
- 4) No trees on site so no tree preservation required.
- 5) Landscape will complement the architecture and provide a formal urban character. These are described in the Landscape Guidelines described above and shown on pages 10-12.
- 6) The majority of the buildings front 9th Avenue which provide screening for the off-street parking. Where parking is adjacent to ROW's, it will be screened with landscaping or architectural features. Note that it is anticipated that retail on Blocks A, B & C will function as shopping center with shared parking.
- 7) Quality bike racks will be provided and meet the Development Standard Agreement. See page 12.
- 8) Conceptual grading and utilities shown on pages PC-201, PC-202 and PC-203.
- 9) Trash enclosures are shown on the site plan, page 4. These locations and sizes are preliminary and are subject to change as the project evolves.
- 10) Grading – conceptual grading shown on pages PC-201, PC-202 and PC-203.
- 11) No critical areas are located on or adjacent to the site.
- 12) The property owner and/or tenants will be responsible for maintenance and upkeep of all on site improvements. Some rights-of-way and/or utility improvements may be dedicated to the City, and would then become City responsibility.
- 13) The site plan on page 4 shows proposed locations electrical vaults. The locations and quantity are preliminary and could change as the project evolves. Below grade detention vaults and water meter vaults are shown on PC-201, PC-202 and PC-203.